

Application Ref: 13/00530/FUL

Proposal: Construction of single storey front extension to public house and external alterations to create shop fronts. Change of use of ground floor to form A1 retail and A5 takeaway units, including the installation of extraction equipment. Change of use of existing hotel rooms, construction of first floor side extension, and installation of dormer windows to form three x 2 bed apartments and first floor commercial unit. Construction of second floor extension to side to form 1 x 3 bed and 1 x studio apartments. Change of use of garden area to parking, and reinstatement of parking provision at front - part-retrospective

Site: 85 Mayors Walk, West Town, Peterborough, PE3 6EY

Applicant: Sugar Properties Ltd

Agent: David Turnock Architects

Referred by: Head of Planning, Transport and Engineering Services

Reason: Previous application was considered by Planning and Environmental Protection Committee

Site visit: 08.02.2013

Case officer: Miss L C Lovegrove

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Recommendation: **GRANT** subject to relevant conditions and the entering into of a S106 legal agreement

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

The application site comprises a two storey semi detached former public house located within an identified Local Centre. The site occupies a prominent position within the streetscene at the junction of Mayors Walk with Alderman's Drive and Nicholl's Avenue and benefits from a double frontage. The existing building is unique within the locality, with architectural detailing including double storey brick and timber bay windows, projecting gable roofs and stone cills and lintels. Parking is provided within a single storey garage to the rear of the site, adjacent to No. 165 Alderman's Drive.

Proposal

The application seeks planning permission for the following:

- Construction of a single storey front extension and external alterations to create new shop fronts;
- Change of use of ground floor to either retail shop (Class A1), professional/financial services (Class A2), restaurant/café (Class A3), retention as a drinking establishment or A5 takeaway unit, including the installation of extraction equipment;
- Change of use of existing hotel rooms and construction of a first and second floor side extension, including the installation of dormer windows, to form 3 no. 2-bed apartments, 1 no. 3-bed apartment, 1 no. studio apartment and commercial unit; and
- Change of use of the garden area to provide car parking and reinstatement of parking provision to the front.

The change of use of the ground floor to Classes A1, A2 or A3 does not require the benefit of planning permission (including any potential subdivision to create additional units within these classes).

It should be noted that works have already commenced on site and accordingly, the application is part-retrospective.

This application scheme has been amended following refusal of planning application reference 12/01119/FUL by Members on 19th February 2013 for the following reasons:

- R 1 The application site is not of a sufficient size to accommodate the level of development proposed. The site cannot accommodate sufficient car parking provision for both the retail/commercial and residential uses or sufficient private outdoor amenity space for occupants of the residential units. As such, the application proposal represents overdevelopment of the site and is therefore contrary to Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2, PP3, PP4 and PP12 of the Peterborough Planning Policies DPD (2012).*
- R 2 The application proposal fails to provide adequate car parking for the number of residents and customers that will result from the proposed development. As such, the development is likely to result in cars parking on the already congested surrounding public highway network, in locations which will impede the free flow of traffic. The proposal will therefore result in a danger to highway safety which is contrary to Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).*
- R 3 The submitted drawings contain insufficient detail for the proposed shop fronts and as such, it cannot be established if the proposed design is appropriate for the host building, given its original character in the streetscene. The proposal is therefore contrary to Policies PP2 and PP11 of the Peterborough Planning Policies DPD (2012) which seek to ensure that new development makes a position design contribution to the locality.*

The scheme has been amended following this refusal in the following ways:

- Reduced width, altered elevation and altered fenestration treatment to the eastern elevation along Aldermans Drive and retention of single storey garage drive-through;
- Improved shop front design including kick plate and slimline lighting;
- Reduction in the number of units by 1 (from 6 units to 5), thereby reducing the number of proposed bedrooms by 2 (from 12 bedrooms to 10); and
- Introduction of first floor commercial office unit (floor area approximately 38 sqm).

2 Planning History

Reference	Proposal	Decision	Date
12/01119/FUL	Erection of single storey front extension to public house and external alterations to create shop fronts. Change of use of ground floor to form A1 retail and A5 takeaway units, including the installation of extraction equipment. Change of use of existing hotel rooms, raising the existing public house roof and installation of dormer windows to form three residential dwellings. Erection of first and second floor extension to side to form two residential dwellings. Change of use of garden area to parking, and reinstatement of parking provision at front - part-retrospective.	Application Refused	22/02/2013

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

National Planning Policy Framework (2012)

Section 7 - Good Design

Development should add to the overall quality of the area; establish a strong sense of place; optimise the site potential; create and sustain an appropriate mix of uses; support local facilities and transport networks; respond to local character and history while not discouraging appropriate innovation; create safe and accessible environments which are visually attractive as a result of good architecture and appropriate landscaping. Planning permission should be refused for development of poor design.

Peterborough Core Strategy DPD (2011)

CS02 - Spatial Strategy for the Location of Residential Development

Provision will be made for an additional 25 500 dwellings from April 2009 to March 2026 in strategic areas/allocations.

CS12 - Infrastructure

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development.

CS13 - Development Contributions to Infrastructure Provision

Contributions should be secured in accordance with the Planning Obligations Implementation Scheme SPD (POIS).

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS15 - Retail

Development should accord with the Retail Strategy which seeks to promote the City Centre and where appropriate the district and local centres. The loss of village shops will only be accepted subject to certain conditions being met.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

Peterborough Planning Policies DPD (2012)

PP02 - Design Quality

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

PP03 - Impacts of New Development

Permission will not be granted for development which would result in an unacceptable loss of privacy, daylight, opportunities for crime and disorder, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution.

PP04 - Amenity Provision in New Residential Development

Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

PP09 - Development for Retail and Leisure Uses

A sequential approach will be applied to retail and leisure development. Retail development outside Primary Shopping Areas or leisure development outside any centre will be refused unless the requirements of Policy CS15 of the Core Strategy have been satisfied or compliance with the sequential approach has been demonstrated.

PP11A - (a) Shop Frontages (including signage)

Permission will only be granted if the design is sympathetic, it would not harm the character and appearance of the street and advertisements are incorporated as an integral part of the design.

PP11B - (b) External Shutters

Permission will only be granted where there is demonstrable need in terms of crime; the property is not listed or within a conservation area; the shutter is designed to a high standard and is perforated.

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

Community Infrastructure Levy (CIL) Regulations 2010

Paragraphs 203-205 of the National Planning Policy Framework: Planning Conditions and Obligations

Requests for planning obligations whether CIL is in place or not are only lawful where they meet the following tests:-

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In addition obligations should be:

- (i) relevant to planning;
- (ii) reasonable in all other respects.

Planning permissions may not be bought or sold. Unacceptable development cannot be permitted because of benefits/inducements offered by a developer which are not necessary to make the development acceptable in planning terms. Neither can obligations be used purely as a means of securing for the local community a share in the profits of development.

4 Consultations/Representations

Transport & Engineering Services (17.05.12)

Objection – The proposal fails to provide sufficient parking/cycle parking for the residential units and the proposed vehicular access to the rear of the site is of insufficient width, with no provision of vehicle-to-pedestrian or vehicle-to-vehicle visibility splays. The removal of the frontage parking will not address the lack of vehicle to pedestrian visibility as the main obstructions are the boundary wall and telegraph pole to the front of 165 Aldermans Drive. The proposal would result in conflict between users of the site and the nearby signalised junction and accordingly would result in a danger to highway safety. The Local Highways Authority would rather see no parking on site than have insufficient parking accessed via a substandard access.

Landscape Officer (09.05.13)

No objection – The proposal does not appear to impact upon any landscape features worthy of retention.

Environment and Pollution Control Team

No comments received.

Environmental Health (Food) (01.05.13)

No objections - The proposed kitchen must comply with Chapters I and II of Annex II to Regulation 852/2004. In addition, all food businesses are required to be registered with the Local Authority.

Archaeological Officer (13/05/2013)

No objections – Subject to condition .

Planning Obligations Officer

A contribution of £4,000 plus a 2% monitoring fee is required.

Local Residents/Interested Parties

Initial consultations: 29

Total number of responses: 2

Total number of objections: 2 plus a 29 name petition

Total number in support: 0

2 Neighbour objections received (1 from the Anglia Co-operative) on the following grounds:

- Mayor's Walk is on a busy through-route for Peterborough and is a heavily congested area - the problem is exacerbated by buses frequently passing through and HGV drivers using the route for safety training - Any development which increases activity in the area will make the traffic situation even worse.
- Inadequate car parking
- unsafe car parking specifically an inappropriate location for the entrance/exit point to the two parking areas, width of access and its proximity to traffic lights and pedestrian crossing - don't think any parking should be allowed
- safety of road users and pedestrians - a nearby pre-school and school heighten the need for caution over road safety and increased traffic.
- this application does not add anything new to an area already supporting a number of businesses

and convenience-type outlets

Councillor Newaz has submitted a petition containing 29 signatories objecting to the proposal for a Takeaway

5 Assessment of the planning issues

The main considerations are:

- Principle of development
- Design and impact upon the character and appearance of the surrounding area
- Parking and highway implications
- Impact upon neighbour amenity
- Amenity provision for future occupants
- Developer contributions

a) Principle of development

The original building has a lawful use as a public house, falling within Class A4 of the Town and Country Planning (Use Classes) Order (as amended). In accordance with the Town and Country Planning (General Permitted Development) Order (as amended), the change of use proposed on the ground floor to either retail shop (Class A1), professional/financial services (Class A2), restaurant/café (Class A3) or retention as a drinking establishment would not require the benefit of planning permission and accordingly, the principle of these uses is already acceptable. With regards to the proposed hot food takeaway use (Class A5), it is considered that given the location of the application property within an identified Local Centre, such a use would be appropriate and would serve to enhance the vitality of the centre.

With regards to the proposed extension and conversion/extension at first and second floors to provide residential apartments, it is considered that the provision of well-designed residential units is appropriate. The provision of additional residential units within identified centres is supported by adopted policy, which highlights the benefits of residential intensification as a way of improving the vitality and viability of Local Centres. On this basis, the principle of the proposed development is acceptable, in accordance with Policies CS2 and CS15 of the Peterborough Core Strategy DPD (2011).

b) Design and impact upon the character and appearance of the surrounding area

First/second floor extension and dormer windows

At present, the frontage of the application property along Alderman's Drive decreases from two storey to one and a half and single storey form. It is proposed to construct a first and second floor extension above these single storey elements and raise the height of the roof accordingly. The window arrangement of the proposed extension follows a traditional form and the size and style of windows is sympathetic to the original building. In addition, the proposal is set back from the principal elevation of the existing two storey building and accordingly, the ridge height of the roof is lower. It is considered that this assists in reducing the overall mass of the development and ensures it appears a subservient element. Overall, the design of the proposal reflects and respects the character and appearance of the original building through the use of appropriate architectural detailing and will therefore not appear incongruous or at odds within the streetscene. As such, it is considered the proposal is in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

Shop front design

It is considered that the revised design of the proposed shop fronts is sympathetic in size, architectural proportion and detailing to the host property and the introduction of kick boards will result in a more traditional appearance. Whilst much of the original building at ground floor would be lost, it is considered that the re-use of the building for alternative uses such as retail,

café, financial/professional services and hot food takeaway would contribute towards the vitality and viability of the Local Centre and accordingly, any harm resulting from the loss of the historic features of the property is outweighed by this benefit. The proposed shop fronts would not appear incongruous within the streetscene and advertising has been incorporated into the overall design to ensure it appears integral to the frontages. It is proposed to restrict deemed advertisement consent on the entire property which would require the submission of applications for any fascia or projecting advertisements. This will allow the Local Planning Authority greater control and ensure that all future advertisements are sympathetic to the traditional character of the property. On this basis, it is considered the proposal would not result in any significant harm to the character, appearance or visual amenity of the locality and is therefore in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP11 of the Peterborough Planning Policies DPD (2012).

c) Parking and highway implications

The application proposal seeks to retain two parking spaces immediately to the front of the building along Alderman's Drive. In addition, it is proposed to replace the existing single garage adjacent to the boundary with No.165 Alderman's Drive and introduce a drive through element providing vehicular access to the rear yard area where it is proposed for five parking spaces to be provided. In accordance with the adopted parking standards set out in Policy PP13 of the Peterborough Planning Policies DPD (2012), the proposal should provide a minimum of 9 parking spaces for the proposed residential apartments and 1 space for the office unit. The proposed seven parking spaces falls below this level and this issue is further exacerbated by the inadequacy of two of the proposed spaces and poor access to the 5 spaces at the rear.

The two spaces adjacent to the footway along Alderman's Drive are unacceptable owing to the conflict that would result to both pedestrians and drivers at the junction with Mayor's Walk. Whilst these spaces, albeit unauthorised, are currently used, they result in vehicles reversing over the footway and on to the carriageway at a busy signalised junction, resulting in a danger to highway safety. Furthermore, owing to the proposed changes to the building, the spaces would prevent safe access to the proposed ground floor unit(s). As such, it is considered appropriate for these spaces to not be provided. Accordingly a planning condition is recommended requiring the developer to submit measures to prevent the parking of vehicles on the forecourt area.

The proposed vehicular access to the five parking spaces at the rear of the site is of insufficient width. In addition there is no provision of vehicle-to-pedestrian or vehicle-to-vehicle visibility splays. The removal of the frontage parking will not address the lack of vehicle to pedestrian visibility as the main obstructions are the boundary wall and telegraph pole to the front of 165 Aldermans Drive. The proposal would result in conflict between users of the site and the nearby signalised junction and accordingly would result in a danger to highway safety.

The Local Highways Authority (LHA) object to this application. The LHA advise that they would rather see no parking on site than have insufficient parking accessed via a substandard access.

Whilst it is acknowledged that the access, visibility and parking are sub standard, it is considered that the scheme is acceptable. Specifically the site is located within an identified Local Centre and the surrounding locality is well served by services, facilities and public transport. It also needs to be remembered that the current use of the site is as a public house with hotel rooms which have the potential to attract a significant number of car-born customers. Also, given the limited number of on site parking spaces the number of movements on and off the site would not be likely to be significant. In order to promote alternative modes of transport for occupants of the flats, cycle parking provision is required and this may be secured by condition. On this basis, and notwithstanding the comments of the Local Highway Authority, the proposal is considered in accordance with Policy CS14 of the Peterborough Core Strategy

DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012). Further members are reminded that they did not refuse the previous application ref: 12/01119/FUL on highway safety/parking grounds.

d) Impact upon neighbour amenity

Overlooking impact

It is considered that the window arrangement of the proposed flats at first and second floors has been designed to prevent any issues of overlooking to neighbouring properties. Whilst the proposal would result in facing primary habitable windows to No.165 Alderman's Drive, sufficient separation distance is maintained to ensure no loss of privacy for neighbouring occupant's results.

Noise and fumes from extraction equipment

It is noted that the proposal would result in the erection of two extraction flues – serving both the proposed hot food takeaway and another unit. No details have been provided regarding these extraction flues and as such, it is considered necessary to impose a condition requiring full details of extraction equipment to be submitted to and approved in writing by the Local Planning Authority prior to installation. This will ensure that any installed equipment will not result in an unacceptable impact to the amenity of neighbouring residents or occupants of the proposed flats. On this basis, the proposal is considered to be in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

Crime and anti-social behaviour

It is acknowledged that hot food takeaways can result in increased incidents of crime and anti-social behaviour, leading to noise disturbance to neighbouring residential properties. Given the site's location within an identified Local Centre, it is considered that the provision of some element of hot food takeaway in the locality would be appropriate. However, in order to mitigate against significant issues of anti-social behaviour, it is considered appropriate to restrict the level of floorspace for such a use. The application proposal seeks permission for a mixed use of the entire ground floor to include A1, A2, A3, A4 and A5 uses which is not considered appropriate. As such, it is proposed to secure by condition that only 20% of the total ground floor area of the application site be allowed for hot food takeaway use. On this basis, the proposal is in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

e) Amenity provision for future occupants

It is considered that the proposed apartments provide an adequate level of internal space for the living and storage needs of prospective occupiers. The flats are of a sufficient floorspace to accommodate an acceptable level of accommodation in terms of living and bathroom areas. In addition, all rooms are considered to provide an adequate level of daylight and natural sunlight, along with privacy to primary habitable rooms such as bedrooms and living areas. It is noted that the proposal does not provide any private outdoor amenity area as the existing garden is proposed to be provided for car parking. Whilst such an area of outdoor space is generally required, given the nature of the proposed residential units and their location within an identified centre, in this instance it is considered that the lack of outdoor space would not result in harm to the amenities of future occupiers. Accordingly, the proposal is considered to be in accordance with Policy PP4 of the Peterborough Planning Policies DPD (2012).

f) Developer contributions

In accordance with Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011), all new development is required to make a financial contribution towards the infrastructure demands it generates. The City Council has adopted a tariff approach to such contributions and in accordance with the Peterborough Planning Obligations Implementation Scheme SPD (2010), the application scheme requires a contribution of £4,000 plus a 2% monitoring fee of

£80. The Applicant has agreed to enter in to such an obligation and the legal process is currently ongoing.

6 Conclusions

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- the provision of residential units is appropriate and supports the vitality and viability of the identified Local Centre, in accordance with Policy CS2 of the Peterborough Core Strategy DPD (2011);
- the introduction of a hot food takeaway within the application site would support the vitality and viability of the identified Local Centre and is an appropriate use within the locality, in accordance with Policy CS15 of the Peterborough Core Strategy DPD (2011);
- the proposed extensions, alterations and new shop fronts will not result in any unacceptable harm to the character, appearance or visual amenity of the streetscene, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP11 of the Peterborough Planning Policies DPD (2012);
- the proposal will not result in any unacceptable harm to highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012);
- the proposal will not result in any unacceptable impact upon the amenities of neighbouring occupants, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012);
- the proposal provides an adequate level of amenity for future occupants, in accordance with Policy PP4 of the Peterborough Planning Policies DPD (2012); and
- the development has made a financial contribution towards the infrastructure demands generated, in accordance with Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011).

7 Recommendation

The case officer recommends that planning permission is **GRANTED** subject to the following conditions and the entering into of a S106 legal agreement:

- C 1 Within one month of the date of this decision, details of the following materials shall be submitted to and approved in writing by the Local Planning Authority:
- External walls
 - Roofing
 - Rainwater goods
 - Windows and external doors
 - Cills and lintels
 - Shop fronts

The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP11 of the Peterborough Planning Policies DPD (2012).

- C 2 Notwithstanding the submitted drawings, prior to first occupation of any unit hereby approved, measures to prevent the parking of vehicles on the forecourt area off

Alderman's Drive shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and prior to occupation of any unit.

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C 3 Prior to first occupation of any residential unit, an enclosed and secure cycle shelter to accommodate 10 cycles shall be installed on site in accordance with details submitted to and approved in writing by the Local Planning Authority. That area shall thereafter be retained for the purpose of cycle parking in connection with the use of the approved residential units in perpetuity.

Reason: In the interest of Highway safety, and to encourage travel by sustainable modes in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP13 of the Peterborough Planning Policies DPD (2012).

- C 4 Prior to first occupation of any residential unit, details of bin storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be provided prior to the first occupation of any residential unit and shall be retained thereafter for the storage of refuse and recycling bins only.

Reason: In order to ensure that adequate bin storage space is available and to protect the visual appearance of the street scene in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C 5 No extraction flue shall be installed until full details of the filtration and/or extraction equipment to be installed have been submitted to and approved in writing by the Local Planning Authority. Details shall include the nature and location of filtration equipment to be used (including Sound Power Level data) and the efflux velocity of air discharged from the ducting. Development shall be carried out in strict accordance with the approved details.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

- C 6 Notwithstanding the submitted drawings, the A5 (hot food takeaway) use hereby approved shall not exceed 20% of the total ground floor area of the building.

Reason: To protect the amenities of neighbouring occupants and the vitality and viability of the Local Centre, in accordance with Policies CS15 and CS16 of the Peterborough Core Strategy DPD (2011).

- C 7 Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) Regulations 2007 (as amended), no advertisement shall be erected on any elevation of the building other than those expressly authorised by any future advertisement consent from the Local Planning Authority.

Reason: In the interests of the visual amenity of the area, in accordance with Policy PP11 of the Peterborough Planning Policies DPD (2012).

- C 8 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to, and approved by, the local planning authority in writing. No demolition/development shall take place unless in complete accordance with the approved scheme. The approved scheme shall be implemented in full including any post development requirements e.g. archiving and submission of final reports.

Reason: To secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with paragraphs 128 and 141 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

- C 9 Prior to the first occupation of the mixed use development; the area shown for the purposes of parking/turning on drawing number AP0201; shall be drained and surfaced in accordance with details to be submitted to and approved in writing by the Local Planning Authority. That area shall thereafter be retained for the purpose of the parking/turning of vehicles in connection with the mixed use in perpetuity.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

If the S106 has not been completed 20th June 2013 without good cause, the Head of Planning, Transport and Engineering Services be authorised to refuse planning permission for the reason stated below:

- R1 A request has been made by the Local Planning Authority to secure a contribution towards infrastructure implications of the proposal however, no S106 Obligation has been completed and the proposal is therefore considered to be contrary to Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011).

Copies to Councillors Arculus, Dalton and Maqbool

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